

The China Mail.

Established February, 1846.



VOL. XL. No. 6838.

號七月六六年五十八百八十一英

HONGKONG, SATURDAY, JUNE 27, 1885.

日五十月五年西乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C. George STUART & Co., 30, Cornhill, GORHORN & GOTCH, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMERCI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEALS & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SALEY & Co., Agents, Singapore. C. HEINESEN & Co., Manila.

CHINA.—Macao, Messrs F. A. DA CRUZ, SANTOS, ORTEGA & Co., Amoy, WILSON, NICOLLS & Co., Foochow, HEDDE & CO., Shanghai, LANE, CRAWFORD & CO., Kelly & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG & SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.
Hongkong, May 7, 1885.

754
THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,
40, THREADNEEDLE STREET, LONDON.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, May 20, 1885.

885
HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000
RESERVE FUND.....\$1,400,000
RESERVE for EQUALIZATION OF DIVIDENDS.....\$8,400,000
RESERVE LIABILITY of PRO-
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASSON, Esq.
C. D. BOTTOMLEY, M. GROTE, Esq.
H. L. DALRYMPLE, H. HOWE, Esq.
H. W. KESWELL, Esq.
W. H. FORBES, Esq. E. E. SASSON, Esq.

CHIEF MANAGER,
Hongkong—THOMAS JACKSON, Esq.

Shanghai.....EXEN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, February 28, 1885.

347
THE HONGKONG HAIR DRESSING SALOON,
HONGKONG HOTEL BUILDINGS.

LADIES' HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885.

756
JUST RECEIVED

SWEET CAPORAL CIGARETTES,
MONGKONG DISPENSARY.

Hongkong, April 11, 1885.

616
PATTERNS, at very moderate prices. 712

Intimations.

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

CAPITAL.....\$200,000 in 4,000 Shares of \$50 each fully paid-up.

Consulting Committee:

C. D. BOTTOMLEY, Esq. E. E. SASSON, Esq.

R. S. FERNANDES, Esq. W. H. FORBES, Esq.

APPLICATIONS for a LIMITED NUMBER of SHARES in the above Company will be RECEIVED at our Office, where the Articles of Association may be inspected up to Noon on SATURDAY, 4th July.

RUSSELL & Co., General Managers.
Hongkong, June 26, 1885. 1081

FOURTH DRAWING.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given, in conformity with the Conditions under which the DEBENTURES of the above Company were issued, that the following Numbers of Debentures will be Paid off in Hongkong on the 30th day of June, 1885, when the INTEREST thereon will cease to be payable, were this day DRAWN at the Office of Messrs. JARDINE, MATTHESON & Co., Hongkong, General Agents of the Company, in the presence of the Undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN, ARE:

1 142 263 424
9 143 267 426
11 144 273 445
15 155 278 450
17 159 281 451
22 168 285 453
24 169 286 456
25 170 288 462
39 181 302 463
42 186 304 469
47 187 306 475
54 188 310 482
57 194 311 491
62 195 319 495
64 197 322 502
65 199 324 506
74 202 339 509
76 204 346 513
83 207 347 516
87 211 351 521
91 213 355 525
96 218 357 534
102 220 358 539
106 227 363 550
111 228 378 552
114 231 379 556
117 235 390 561
120 236 391 562
121 238 393 566
123 243 398 570
127 244 408 572
135 253 411 577
137 256 414 585
138 257 417 586
139 259 420 588

The above DEBENTURES will be Paid at once.

For the CHINA SUGAR REFINING COMPANY, LIMITED.

Countersigned,

VICTOR H. DEACON,
Notary Public,
Hongkong.

Hongkong, 18th June, 1885. 988

VICTORIA HOTEL,

Praya and Queen's Road Central,
Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been furnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the best description.

An ample and varied TABLE d'HÔTE is always provided and served in the spacious, large Dining Hall.

The Hotel is unsurpassed for comfort, convenience and quick service.

MESSRS. DORABIE AND HING KEE,
PROPRIETORS.

Hongkong, September 15, 1884. 1559

CHAS. J. GAUPP & Co.,
Chromometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL INSTRUMENTS.

VOIGTLÄNDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPARES.

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE.

CHRISTOFLE & Co.'S ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY,

in great variety.

D. I. AMOND'S

HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

A touch to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 756

JUST RECEIVED

SWEET CAPORAL CIGARETTES.

MONGKONG DISPENSARY.

Hongkong, April 11, 1885. 616

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 712

For Sale.

LANE, CRAWFORD & Co.

HAVE RECEIVED A NEW SUPPLY OF

SUMMER GOODS

IN THEIR

OUTFITTING DEPARTMENT,

Consisting of—

GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material

suitable for hot climates.

LAWN CLOTH SHIRTS thoroughly shrunk.

The 'ASCOT' SUMMER WASHING SCARF.

Washing SILK SCARVES and TIES, in new shapes.

'TERAI' ZEPHYR FELT, and STRAW HATS.

The 'FORBES' WATSON Patent FELT SUN HELMET.

Gaufrage PITH SUN HATS and HELMETS.

Summer BOOTS and SHOES, TENNIS SHOES.

New SWIMMING CLOTHES, BATHING DRAWERS.

French and Irish CLOTHES and HANDKERCHIEFS.

Fine LONG CLOTH SHIRTS for Summer wear.

Extra THIN RAIN COATS, warranted WATERPROOF.

The 'ACME' Patent Ventilated RAIN COAT.

The 'CLIMAX' SILK UMBRELLA, wear guaranteed.

White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. 1071

EX-LATE ARRIVALS.

INDIA GAUZE and BALBRIGGAN SINGLETS.

COTTON, MERINO and LISLE THREAD 1/2-HOSE.

SUMMER SCARFS, TIES and ARCOY BRACES.

THE CHINA MAIL.

No. 6838.—JUNO 27, 1885.

For Sale.

MACEWEN, FRICKEL & Co.

MOVES INTO THEIR NEW
ESTATE PREMIER,
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING
STORES AND OTHER RETAIL ARTICLES

AT THE LOWEST POSSIBLE PRICES
FOR CASH.

and giving the benefits of the Co-operative
Store system to the Public without the
necessity of Membership. Detailed Prices
will be furnished on application.

—

CHURCH & BLAKEY'S
OIL M A N ' S S T O R E S .

JOHN MOIR & SONS, LIMITED,
O I L M A N ' S S T O R E S .

J. T. MORTON'S
O I L M A N ' S S T O R E S .

MAQUINACHE BROTHERS'
Lowestoft

O I L M A N ' S S T O R E S .

AMERICAN OILMAN'S STORES.

WINES, &c.

CHATEAU MARGAUX.

CHATEAU LA TOUR, pinks & quarts.

IMB. GRAVES, " "

BREAKFAST CLARET, " "

SACONE'S MANZANILLA & AMON-

TILLADO.

SACONE'S OLD INVALID PORT

(1848).

HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.

COURVOISIER'S BRANDY.

FINEST OLD BOURBON WHISKY.

KINSEAN'S LL WHISKY.

ROYAL GLENLEIGH WHISKY.

BOARD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOILLY PRAT & Co.'S VERMOUTH.

JAMESON'S IRISH WHISKY.

MARSALA.

EASTERN AMERICAN CIDER.

CHARTREUSE.

MARASCHINO.

CURAOUA.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and

SAUNDERS, pinks and quarts.

GUINNESS'S STOUT, bottled by E. &

J. BURKE, pinks and quarts.

DRAUGHT ALE and PORTER, by the

Gallen.

ALE and PORTER, in hogsheads.

TO LET, FROM 1st MAY.

SHOPS and GODOWNS, and STOR-

AGHS, at No. 55 QUEEN'S ROAD EAST,

(opposite the Temperance Hall). Also,

BEDROOMS, SERVANTS and KITCHEN AC-

COMMODATION.

APPLY TO

MACEWEN, FRICKEL & Co.

Hongkong, April 4, 1885. 572

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Glenow* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be
obtained.

Optional Cargo will be forwarded un-
less notice to the contrary be given before
noon To-morrow, the 20th instant.

Cargo remaining undelivered after the
30th instant will be subject to removal.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.

Hongkong, June 25, 1885. 1074

INSURANCES.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

NOTICE.

QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned are prepared to accept
Risks on First Class Godown at 3
per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

BELLE OF OREGON, Amer. barque, Capt.
E. Matthews.—Messengers Maritimes.

BEN J. SEAWALL, American ship, Capt. S.
Ulmer.—Douglas Larratt & Co.

COLUMBUS, German ship, Capt. B. Sauer-
mich.—Bohne Company, Limited.

DIRECTOR, British barque, Captain W. D.
Boyd.—Admiral, Bell & Co.

FRIEDRICH German barque, Captain H.
Spiesen.—Siemens & Co.

HIGHLAND LIGHT, American ship, Capt.
J. W. Norcross.—Order.

JAMES G. PENLTON, American barque,
B. F. Colcord.—Captain.

PEPPERSON, American barque, Capt. F. L.
Chapman.—Arnold, Karberg & Co.

PHENIX PENDLER, American barque, Capt.
Capt. Blanchard.—Arnold, Karberg & Co.

RALPH M. HAYWARD, Amer. barquentine,
Capt. J. Baxter.—Arnold, Karberg & Co.

SHARPSHOOTER, British barque, Captain
John Horne, Gilman & Co.

ST. NICHOLAS, American ship, Capt. W.
F. Joy.—Blachers & Co.

WILNA, American ship, Captain S. Sim-
mons.—Order.

Entertainment.

THEATRE ROYAL,
CITY HALL

LAST NIGHT! LAST NIGHT!!
OF
THE 'MASCOTTE' OPERA
COMPANY.

PATRON:
H. E. SIR GEOFREY FERGUSON
BOWEN, G.C.M.G.

TO-NIGHT! TO-NIGHT!!
SATURDAY, June 27th.

PLAQUETTE'S DELIGHTFUL COMIC OPERA

'Les Cloches de Corneville,'

(The Bells of Normandy.)

Mr. E. FARREN, ... MARQUIS DE LUCINAY.

VERNON REED, GENEVIÈVE.

E. M. PAGE, ... GASPARD.

NEIL O'BRIEN, ... THE BAILIFF.

SEYMOUR, ... GRIMMINE.

Mrs. EVA DA, ... AS SERPOLETTE.

The remaining Characters by the full

strength of the

'MASCOTTE' OPERA COMPANY,

and a host of Auxiliary Aid.

REMEMBER! GRAND FAREWELL

PERFORMANCE

and positively

LAST APPEARANCE

OF THE

'MASCOTTE' OPERA COMPANY.

APPROPRIATE SCENERY & EFFECTS,

with

RICH AND COSTLY WARDROBE.

Doors open at 8.30 P.M.

Overture at 8.00 "

Price of Admission:

Reserved Dress Circles \$2.00.

Stalls, \$1.00.

Box Seats at Messrs. KELLY & WATSON'S,

FRANK STUART, Agents,

Hongkong Hotel.

Hongkong, June 27, 1885. 1075

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL

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THE 'MASCOTTE' OPERA
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FRANK STUART, Agents,

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Hongkong, June 27, 1885. 1075

THE CHINA MAIL.

will remain in supreme command until the arrival of a Vice-Admiral from home. Should it be decided, however, to divide the squadron into two, it is very probable that Admiral Lespes will command the one, and Admiral Rioumier the other.

A SEAMAN, named James Gillier, an inmate of Lemont's Boarding house, died very suddenly last Thursday morning. Decased was put to rest on Wednesday night the worse from drink, and on the following morning was seriously ill. About 10 o'clock a.m. on Thursday he was sent to the Civil Hospital, but expired on the way there. A post mortem examination was ordered by the Coroner the same day, and this afternoon, at 12.30, summonses were issued for a jury to hold an inquest upon the body at the Mortuary at 4 p.m. After the jury had viewed the body, the enquiry was adjourned till Wednesday next, at 9.30 a.m., at the Magistracy.

We learn that the Registrar General's Department has been fully alive to the miseries caused by the joss-house din, and has now so wended the permits granted for such noisy festivals as to give the Police power to abate the nuisance after 11 p.m. From the fact that last night was comparatively quiet, it is presumed that the Police enforced the conditions stipulated on the permit; and insisted upon the more hideous portion of the noise being suppressed. Eleven o'clock at night is surely late enough in all conscience to sustain the specially horrible elements of a frightful and discordant row. Every allowance ought to be made for the Chinese notions of harmony; but to murder sleep after eleven o'clock, that cannot be tolerated. The Registrar General and the Captain Superintendent of Police have done well in stopping this nuisance.

On Tuesday evening next, at 8 o'clock, a general meeting of marine engineers will be held in the Victoria Hotel, to consider the question of the reduction of wages which in some cases has already been effected and in others contemplated. About a month ago it was announced by means of a circular sent round by the steamship owners at Shanghai, that it was proposed to fix the scale of wages for engineers employed on coasting steamers at—chief engineers, \$150 per month; second engineers, \$10; and third engineers, \$70. Those at present enjoying the old rate were also informed that they would have to sign an agreement promising to accept the reduced rates when their turn for promotion came. The new rates are as nearly equivalent as can be to the wages paid to engineers employed in the coasting steamers at home; and, naturally enough, the engineers have determined to resist the innovation as far as they can. United action has already been taken by the engineers in Shanghai on the matter, and the engineers of Hongkong are now stirring themselves in the same direction, with what result remains to be seen.

L'Amiral du Tonkin gives the following particulars of the attack made upon Commissioner Woodruff and his colleagues while proceeding by junks to Than-quan:—After witnessing the ratification by Liu-vinh-fuc of the engagements entered into on his behalf by China on the occasion of the signature of the preliminaries of peace, the Chinese commission returned to Hongkong; then, in order to reach Than-quan, they ascended the Red River and entered a branch stream running parallel with the river. It was here that, at daybreak on morning, the commissioners saw upon both banks of the stream an immense crowd of people, and several sampans, loaded with presents, approached the junks containing the commissioners. The chief of the assembled multitude then harangued the Chinese deputation and solicited the support of China against France. The Chinese mandarins refused to listen to speeches of such a nature and declined the presents offered. The Annamite sampans then went away; but scarcely had they reached the bank, than a musketry fire was opened upon the junks. The Tonkinse tirailleurs who composed the escort at once returned the fire, and the fusillade continued for four hours. Two servants of the Chinese commissioners were wounded.

This action was probably taken at the instance of the court of Hue; it shows how distrustful we should be of our good friends of Annam, who hoped, no doubt, in this instance to embroil us with China and endanger the peace being concluded.

We read in the *Straits Times* that the laying of the rails for the tramway there is being pushed on very fast, especially in South Bridge Road, where a double line is being laid down. We understand the contractors did not succeed in laying down the contract length of rails in the first month, but exceeded it in the second month, and as they become accustomed to the work, will be able to get on much faster. The tramway lines do not prove much obstruction to the traffic, provided they are careful to keep the wheels of their carriages clear of the grooves in the rails. It will be some time yet before the public can expect to derive any benefit from the line.

Messrs Donald Currie and Co.'s steamship *Garth Castle*, Captain R. Duncan, and the F. and O. steamship *Chusan*, Captain H. Wyatt, arrived in Plymouth Sound on the 19th May within one hour and a quarter of each other after an exciting race across the Bay of Biscay. It appears that after passing Cape Finisterre the *Chusan*, sighted the *Garth Castle* steaming ahead of her. She at once put on all steam and raced up

to the *Garth Castle* and the two vessels then made a fair start for Plymouth. There was great excitement among the passengers on board the two ships, and many numbers of bets were made.

The pair kept well together right up to Sunday night, when the *Garth Castle* went ahead, arriving at the Eddystone Lighthouse 42 minutes before the *Chusan* and anchoring in the Sound one hour and a quarter ahead of her. It was stated by some of the passengers that at one time the two vessels were so close to each other that bets were made between passengers of each ship.

MEETING OF THE VICTORIA RECREATION CLUB.

An extraordinary general meeting of the members of the Victoria Recreation Club was held this afternoon, in the Gymnasium, to consider the rules as to the classification of rowing members lately passed at the annual general meeting. There was a large number of members present, between 70 and 80, and among them were the Hon. T. Jackson (President), Messrs Tripp, Lockhart and the other members of the Committee.

The Hon. Secretary, Mr Lockhart, opened the proceedings by reading a short circular prepared by some of the members who considered the new rules inadvisable and asking the Committee to call a general meeting to decide the question. The circular was signed by Messrs S. L. James (X. Y. Z.), Captain Hopkins, Melby, Grace, G. C. Cox, W. Ramsey and a few others. In accordance with this request the meeting held this afternoon was called.

The Chairman said it appeared from the circular that several of the members of the Club were somewhat dissatisfied with the action which had been taken by the Committee with regard to the classification of rowing members. As they knew, this meeting had been assembled to discuss that action, and he would be very glad to hear the views of those members who had taken a prominent part in getting up the circular, and afterwards to hear some resolution proposed.

Mr James said he thought some rules of that nature were needed, but he thought it was hardly fair to the rowers in the B class to pass them without having some boats for this class to go out in. He thought the rules were inadvisable at the present time. That was the reason he signed the circular.

Captain Hopkins said the reason he signed the circular was because 90 per cent. of the members were shut out from using any boats at all. As a proof that the rules were not working, Mr Falconer was there to say what occurred the other night when one of the A class took out a B boat.

Mr Falconer said the classes got mixed up the other night. He believed the Secretary had been informed of the matter by the Steward.

Mr Lockhart said the Steward came to him the other day, and informed him that three B men wanted a man to take out a certain boat, as there were no other B men present. Under the rules there could be no objection to this.

Captain Hopkins asked what the new rules were for.

Mr Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 5 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally. Here was a rule which provided for the preservation of the property of the Club. Had my boat ever been damaged by any member of the Club?

Mr Lockhart said Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Mr Tripp mentioned that last year the Club had to pay from \$100 to \$120 for broken oars, and repairs to boats.

Captain Hopkins.—Why don't you make those who do the damage pay?

Mr Tripp.—Simply because the members always say it is done by accident and you cannot prove otherwise. Mr Tripp then said that 90 per cent. of the members were prevented from rowing, but so far as they could ascertain out of 400 members only 120 were rowers, and out of these 60 were in the A class and 50 in the B class, and the latter had almost as many boats as the former. Certainly they had not the best boats, but the simple reason for that was that they did not know how to row. The new rules were introduced for the benefit of the Club.

Captain Hopkins pointed out that another rule provided that before taking out a boat members should enter their names, hearing of the distress and suffering that were prevalent in their native villages, took passage on a boat with a view to proceed to their homes and render what assistance they could. On the way the boat was capsized and they were all drowned.

In some places parents kill their children on the high branches of trees, whilst they themselves instituted measures for their general safety. The trees were washed up by the roots, and the heartrending cries of the children were silenced in the surging waters.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of those who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

I have not heard yet whether the officials are doing anything or not.

Captain Hopkins then went on to say that the new rules were passed in a forward manner. They were brought forward at the general meeting, and so it is right to have been expressed in the notice calling the meeting that the new rules were to be brought forward at the meeting, and the rules ought to have been posted up for a week or so before, so that the members might have seen them and been able to raise their objections.

Why he asked, was Mr Phineas Ryrie and Mr Wedderburn and other members entered into a class, while he was not? Was it out of courtesy?

Mr Tripp.—It is because they can row. Captain Hopkins.—If you are willing I will tell Mr Phineas Ryrie any day you like (Laughter and Applause). I have sailed ashore and boats for 20 years, and I don't see why I should be shut out from taking any boat I like. This is a recreation club, not a rowing club. We all pay. If a few of the members wish to make it a rowing club, let them do so, but don't let them take away the whole property belonging to 400 members, specially for their own pleasure.

It is principle more than anything else I stand by (Applause).

Mr Lockhart said there was no doubt a good deal in what Captain Hopkins had said, as their applause testified. Captain Hopkins, in the first place, however, had acknowledged this to be a purely personal matter.

Captain Hopkins.—Not a personal matter, it is on principle I object.

Mr Lockhart.—He feels aggrieved because he has been left out of A class, and Mr Ryrie has been put in.

Captain Hopkins.—I beg your pardon. I cannot agree with that.

Captain Hopkins was called to order by

the Chairman, but still protested against Mr Lockhart's assertion.

Mr Lockhart repeated his statement, and then said the reason they had put Mr Ryrie's name into the A class was because they had had an opportunity of seeing his row, and they had not seen Mr Hopkins' row. He thought so far as that was concerned Mr Hopkins was not bringing forward his resolution for the good of the Club. Mr Lockhart next proceeded to say that there seemed to be an idea that these rules were brought forward by the Committee for the good of themselves and a few friends. He did not think it was necessary to assure them that was not so, and that it was the opinion they thought of. He explained how it was the rules came to be brought forward; that it was due to the suggestion of the members.

The chairman said the rules had been mooted a long time, and as rules were

formulated.

He granted that it was a pity

more notice was not given, but when the rules were formulated there was not the slightest sign of opposition.

As a proof that they had no wish to stir discussion,

he might say that the present meeting was indirectly got up by the Committee.

Mr Lockhart then spoke of the communications to the papers on the subject, and strongly deprecated members rushing to print with the news of a private club, when they had the means

of having their grievances remedied by applying to the Committee.

He strongly maintained the necessity for the rules, and the boats given to the B class were

fairly good, and for his own part he would soon be in B class as A class, and it was an easy matter for any member who was efficient to get into either A class.

After some further discussion Captain Hopkins proposed, and Mr E. Carvalho seconded, that the new rules be abolished.

Mr Lockhart proposed as an amendment, and Mr Goodall seconded, that the new rules remain.

The amendment was put to the vote-first, when a show of hands, 20 declared in favour of it. Captain Hopkins' motion was then put, with 32 voted for.

The Chairman declared the resolution carried and the new rules were abolished.

A meeting will be called a fortnight hence for the purpose of enacting the resolution.

The Fatal Floods at Canton.

(From Our Correspondent.)

Canton, June 26th.

I am now able to forward you a few more particulars relative to the recent floods in the Canton province and some of their consequences.

Last Friday the embankment at Tam Kong, a place about two days distance from Fatsian, gave way. After that the water burst the embankments at Tai Wai, Lo Kap, Fung Lok and Shet Kok, places situate in the districts of Nen Hoi, Tsing Un and Ko Iu. At Pun Tong, a village distant from Canton about a mile, a falling of houses caused the death by drowning of over twenty men.

At Kan Iu, a market place situated near an embankment on one of the streams connected with the river which brings down the water from the North, and some water from the West River, the majority of the inhabitants were drowned by the water bursting through the embankment. Some escaped to a piece of rising ground in the neighbourhood, but the water continued to rise and gradually enveloped the hill, and rising higher and higher drowned the rest of the villagers.

Seventeen Chinese graduates in Canton, hearing of the distress and suffering that were prevalent in their native villages, took passage on a boat with a view to proceed to their homes and render what assistance they could. On the way the boat was capsized and they were all drowned.

In some places parents kill their children on the high branches of trees, whilst they themselves instituted measures for their general safety. The trees were washed up by the roots, and the heartrending cries of the children were silenced in the surging waters.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of those who are reduced to starvation?

The Human Society in Canton is exerting itself strenuously to relieve the suffering of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

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the steamer might have gone round by the Macao passage, and thus the accident would have been prevented. Besides this it is quite possible that the barriers in the river caused the water to accumulate more in and about Canton, whereas had they been removed some small amount of suffering and certainly the accident caused by the *Zafiro* might have been prevented. Again the Hawaiian Government provides the passage, guarantees employment at a good rate of wages for three years, a free passage back, and makes each man an advance of \$9. The Farmers find immediate employment on the sugar plantations in Hawaii, and some of the first batch that went repaid their advance by the first month's wages, which shows that the emigrant can save about \$300 by the end of his three years. On his return to Japan he can buy or rent a piece of ground, and thereby provide a living for himself and family for the rest of his days; besides which he acquires a thorough knowledge of a new system of cultivation to that of his own primitive modes. He may also add the industry of sugar-cane raising to his other branches, the south-western districts of Japan being peculiarly suited to that growth. So that nine or ten years hence Japan may be an exporter of sugar instead of an importer. I wonder those interested in furnishing labour for Dummera do not try the Japanese agricultural population, instead of worrying and bothering about the clan-fighting sons of Han.

The suffering that is being endured by thousands in this province is simply heart-rending. Children are calling to their parents that they are hungry, and the broken-hearted parents can only reply with eyes blinded with tears that they have nothing to give them. If the wealthy Chinese merchants in Hongkong would institute some means to assist the Humane Society (Yiuk Tong) in Canton in its well-intended but limited efforts, they would receive the thanks of starving thousands. Let the Chinese Government and people move first, and if they find themselves unable to control the distress and suffering then perhaps foreigners might be moved to help. Doubtless the Missionaries in Canton would lend themselves as a means of conveying the outflowings of charity to these needy people.

All who know anything of Chinese institutions know that a vast amount of peculation goes on. They sin even in their holy things. That being so, any money sub-

scribed by foreigners might be distributed in the shape of rice and fuel by the followers of Him who went about doing good.

These floods will of course bring on other calamities. The subsiding water will leave an alluvial deposit that will burden the atmosphere with malarial poison. The people are obliged to use the filthiest and dirtiest water, which must give them all sorts of disease.

What is to be done? The arrangement of the scheme for having a reservoir and bringing water to Canton in pipes had been completed. But the non-progressive character of this people leaves them helpless and undone in the face of calamity, and all they can do is to beat gongs, burn incense, howl to the heavens that are as brass, pray to one idol to go and cause another to stop his raining, prohibit the killing of pigs, close the North Gate, snub the Northern Ruler and then—take their chance.

TOKIO.

(From an Occasional Correspondent.)

June 11th, 1885.

Have you seen the blit against the use of wine and wine-jelly, published in one of our local papers, wherein an American Missionary calls upon his Christian brethren to abstain from these accursed things. The writer of the letter states that he never in his life saw "wine jelly upon the table of a professing Christian in America, and especially upon the table of a Christian Minister!" But he knows "many a good honest soul" who would "withdraw their support from the cause of foreign missions" did they but know that "wine jelly was used by Christian ministers in Japan."

Mr Tripp mentioned that last year the Club had to pay from \$100 to \$120 for broken oars, and repairs to boats.

Captain Hopkins.—Why don't you make those who do the damage pay?

Mr Tripp.—Simply because the members always say it is done by accident and you cannot prove otherwise.

Mr Lockhart said the Steward came to him the other day, and informed him that three B men wanted a man to take out a certain boat, as there were no other B men present. Under the rules there could be no objection to this.

Capt

SCIENCE AND WAR.

The London *Spectator*, commenting upon the letter of a correspondent, signing "Protogoras," who discusses the ultimate future of war, says:

The twofold notion that war will ultimately be stopped by some discovery which will make a battle too terrible a danger for human beings to encounter, and that such a discovery must be of universal benefit to mankind, has been prevalent for the last forty years, and has repeatedly helped to induce inventors to go to the best of their thoughts in the way of destruction. There are inventors now and electricians who give most of their time to such studies, the electricist experimenting in exploding vapours—which are all, we are told, yet too heavy for use—and the electricians seeking some of their methods of fire-arm with inconceivable rapidity, and others some way of making the current as powerful as deadly as the lightning. Men so employed always offend themselves, if challenged, by the argument used by "Protogoras," and are usually quite sincere. They honestly fancy that if they could pour death in thods out of a nail or out of an electric battery, not only would war cease, but the right would always win. The late Mr Urquhart was, we believe, possessed with this twofold idea; and in a powerful manner he represented everything but the name, he represents a great conqueror leading a small army of the unconquerable, and besieging them with inconceivable rapidity, and others not indeed in silence and darkness as "Protogoras" imagines, but through a kind of jet of electricity thrown upon their arms. The conduct was approved by a diffused electric shock. It is more than probable that some of the chemists who instruct the dynamitards are penetrated with this belief, which certainly has a strong hold over scientific reporters, who, whenever they describe some American invention which is to send death to the bottom, or destroy whole regiments at once, always add that the new discovery will tend to help on the day when war will be impossible, and the reign of order will be permanently undisturbed.

The idea is a hopeless illusion. There is not the slightest certainty that any invention, however terrible, would put an end to war; while there is almost a certainty that if such an invention were perfected, it would grievously increase the misery of mankind. Taken in the hand, men will face any means of destruction; but, if they possess it themselves, two men with pistols, and they will fight across a handkerchief. They are not afraid of death, but only of death without a chance of victory. King Theodore of Abyssinia naked his scimitars, when the rocket-sticks fell from his hands, to put an end to war; but he could be reasonably expected to face things like these, and ultimately, in pure despair of defeating science with unscientific weapons, killed himself; but if he also had possessed rockets he would have fought on. No men, not even Prussian soldiers or English sailors, will face shells without shields to throw back; but when they have shells, they face the enemy's shells as bravely as they did the old round shot. The methods of war are changed by science, but war is not extinguished. Suppose it true that able chemists and mechanicians could invent a method of throwing an asphyxiating vapour on a sleeping army, what would be the result? First, the adoption of some protective covering, such as ironclad hats for sleeping in; next, the adoption of a method of encamping which spreads the army over a surface no greater than the direct exertion of Almighty power could prevent from again reducing the world to anarchy. That coalition of the feeble but well-meaning, against the violent and the wicked, which call "society," would be paralysed and helpless; and any man scientific enough to understand the new method, will callous enough to use it, would "stun" through his hell, a savagely mad and heartless conqueror slaves. Nor are we prepared to say that the world will not pass through a phase of misery to pass through. Dynamite is not much, because the intensity of its action diminishes in such rapid proportion to distance; but there will be some great catastrophe with dynamite yet before the indiscriminate horror of mankind puts dynamite down, and there are, or may be, chemical combinations before which dynamite is weak. The world may yet have to face a triumph of the wicked, or of the purely callous.

2. Orders on the Countries marked "are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed in British currency.

3. The Hongkong Post Office also issues orders on Shanghai, and vice versa.

4. The commission charged is as follows (according to the currency of the Order is drawn in):

Up to 2s, or 10r, or 20c.	... 0.00
" 5s or 25c, or R. 50.	... 0.40
" 7s or 35c, or R. 70.	... 0.60
" 210 or 85c, or R100.	... 0.80
" 150. ... 1.00	

5. No Order must exceed £10 or £50 (unless drawn on India, when R150), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

6. Money Orders on the United Kingdom for sums not exceeding £5 are granted by means of Postal Notes, at which see separate notice on the Hongkong Postal Guide.

7. Foreign corps would be organised among chemists or mechanicians as easily as among soldiers, enormous rewards would be paid to the new warriors, and nations would fight each other as briskly as ever. We do not believe that if Captain Warren's pretensions had proved correct, and he had killed thousands at a blow—no, rather fancy, on the evidence, that he did this once—armies would fly from engines throwing asphyxiating vapours any more than they fly from engines throwing solid death in the shape of shells. Indeed, they would fly rather less, for painful wounds are more feared than death, and the vapour would inflict no painful wounds. That, however, is comparatively a detail. We cannot set limits to scientific slaughter, nor can we affirm that men will be found to encounter death in every shape; nor is there any reason for entering into any speculation so vague. We have much soldier ground to go upon, and this is the certainty that an invention which could deal out death wholesale, and be managed by one man or a few, must increase the misery of the world. "Protogoras" seems throughout that he is a very poor man fall into the right hands, but where is the evidence for that? There is no saintliness inherent in chemistry, no mere natural born of mechanical skill, no special moral insight appertaining to electricians. The bad are as clever as the good, if they are not far-sighted, and would have even more interest in mastering the new discoveries. What if men can shade worse than the modern dynamitards, one degree nearer to the old prisoners—who were, as compared with their victims, men of science, got hold of these prodigious engines of destruction? Would they resist the temptation to use them? and if so, why? Certainly it would not be from any want of temptation, for they could hold the world to ransom, and make all the quiet men and women in it their unwilling slaves. The Indian savant, "Protogoras," says, would march out and destroy the Russian or Chinese Army in silence, without battle, and in a night. Grant it; and if so, they would only have to point to the dead army to have all the cities of India prostrate at their feet. What should save the citizens any more than a few soldiers? What would then be to prevent their demanding all surplus wealth, all unimportant inheritances, all beautiful women to be their property in ransom for the rest? Their answer is, "Why should they be more conscientious than the remainder of mankind, or than other warriors, or than the average of conquering kings?" Tilly was like other men, and those who stormed Badajoz were the countrymen of "Protogoras." Their knowledge! Knowledge inspires no mercy, or we should not use Gathling guns against savages so readily; and after all, their knowledge only be that Exit, the poisoner, on a greater scale; and why should they use it better? The progress of science will not make men less thirsty of power, less greedy of money, less lustful. Still less does it make them less opinionated, or less convinced that resistance to their opinions is resistance to the moral law. Popes now-a-days are decent people enough; but fancy a Pope who could kill death to thoughts! How many French Deputies could survive such days? We do not believe that any such secret could be possessed by one Government alone—though we admit something like it happened in the case of the discovery called Greek fire, which was kept to the last secret in the hands of Constantine alone—but suppose it were,

called quack medicines, which are generally cure all and worthless, and I should be glad to see them swept out of existence with the bosoms of destruction." Your preparation, however, is an exception; it is undoubtedly useful. One of my brothers took it with considerable benefit; and to be called wise, I only laughed at him, and said, "His faith had healed him." I had very ill myself this year with Congested Liver, Indigestion, &c., and after much persuasion by my brother, to please him, I consented to try Mother Seig's Syrup, and I am bound to say, that in spite of my prejudices and unbelief, it did me more good than anything else. I am better in health now, but not quite well, and probably never shall be again, as my heart has become weak, although I am considerably under fifty years of age. I mention my case to you, thinking it might be of some interest to you—I remain, faithfully yours,

W. Sheppard Polo (Ph. C.).

I HAVE NOT HEARD A SINGLE COMPLAINT.

Baldock, Herts, January 4, 1883.
" Gentlemen.—Perhaps it will be appropriate to state that it gives me great pleasure to push and sell the sales of your medicines, on account of their worth. I have not had a single complaint about your medicines since I have sold them, but on the other hand, unbound testimony to their worth, therefore I can with confidence bring them to the public notice. During 1882 I sold 113 dozens of the Syrup, and 73 Dozen Pills. This, I think, taking into account that the inhabitants are under 2,000, and there are two other agents in the town, will give you a good idea as to how it is appreciated here.—Faithfully yours,

H. J. Lizard, Pat. Med. Vendor.

Money Orders.

1. Money Orders can be obtained at Hongkong and Shanghai on the following lines:

* Azores Is. * Madeira.
* Belgium. * Mauritius.
* Bermuda. * Newfoundland.
* Canada. * New South Wales.
* Cape Colony. * Norway.
* Ceylon. * Port Darwin.
* Constantinople. * Portugal.
* Cyprus. * Queensland.
* Denmark. * S. Helena.
* Egypt. * Seychelles.
* Falkland Is. * Sierra Leone.
* Germany. * South Australia.
* Gibraltar. * Straits Settlements.
* Great Coast. * Sweden.
* Holland. * Switzerland.
* Iceland. * Tasmania.
* India. * United Kingdom.
* Italy. * United States.
* Japan. * Victoria.
* Lazarus (Br.). * Western Australia.
* Lebanon. * West Indies (British, Danish, and Dutch).
* Liberia. * Yugoslavia.

N. D.—This Steamer takes Cargo and Passengers for MAURITIUS.

A. McVIE, Superintendent.

Hongkong, June 10, 1883. 1030

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on Friday, the 3rd July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways to Havana, Trinidad, and Domingo, and to ports in Mexico, Central America, and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcel packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in San Francisco, and to ports in China, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 502, Queen's Road Central.

E. FOSTER, Agent.

Hongkong, June 24, 1883. 1070

GOVERNMENT NOTIFICATION.

No. 56.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1823 Feet above Sea Level.

The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

The Commercial Code of Signals for all Nations will be used at the Station.

All Signals made by vessels in the Offing will be repeated.

When Signalling to Man-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, with the Head made out, she is the *Steamer*, the Vessel's Distancing Signal will be hoisted, and the *Steamer*'s Signal will be hoisted on the Gun Deck, and it will be kept flying until the Ship anchors. The Distancing Signal will be kept up fifteen minutes after the Steamer is made out.

If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong, the Distancing Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a flag showing that an Officer of high rank is on board an incoming vessel, a similar flag will be shown above the Ball, or the flag alone will be hoisted at the Mast Head.

The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSON, E.N., Harbour Master, &c.

Hongkong, November 5, 1883. 855

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant Insurances as follows:—

MARINE Department.

Policies issued at current rates, payable either in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

MARINE Department.

Policies issued at current rates, payable either in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855

WHAT THE PEOPLE SAY.

YOUR PREPARATION IS AN EXCEPTION.

The Pharmacy, Regent Street, Great Yarmouth, Dec. 23rd, 1883.

Dear Sir.—Your medicine is a great success. You can quite understand that I have not much opinion of what we

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLE, MALTA, GIBRALTAR,
BRINDISI, PIESTE, VENICE,
SOUTHAMPTON, LONDON,
AND PLYMOUTH;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N. B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF, PORTS, MARSELLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

Commercial Papers signify such papers as though written by Hand, and bear the character of an actual or personal correspondence, such as invoices, deeds, capital, &c. The charge on them is the same as for Books, and the weight of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided paper, it will be paid either as Newspapers or Books.

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